

Catalogue of a Special Exhibition  
of the  
J. Welles Henderson Collection  
on the Port of Philadelphia

at the Peabody Museum of Salem, May 3 to Sept. 2, 1957



*Commemorating the 275th Anniversary*  
of the **LANDING OF WILLIAM PENN**  
**AT PHILADELPHIA**

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## Foreword

**T**HE maritime history of the Port of Philadelphia remains to be written. Relatively few people realize that Philadelphia has a port and that that port was and is one of the great ports of our country. It is hoped that this catalogue, which is the first to be published on this subject, and the exhibition which it describes, will stimulate interest in this little-known but highly fascinating field.

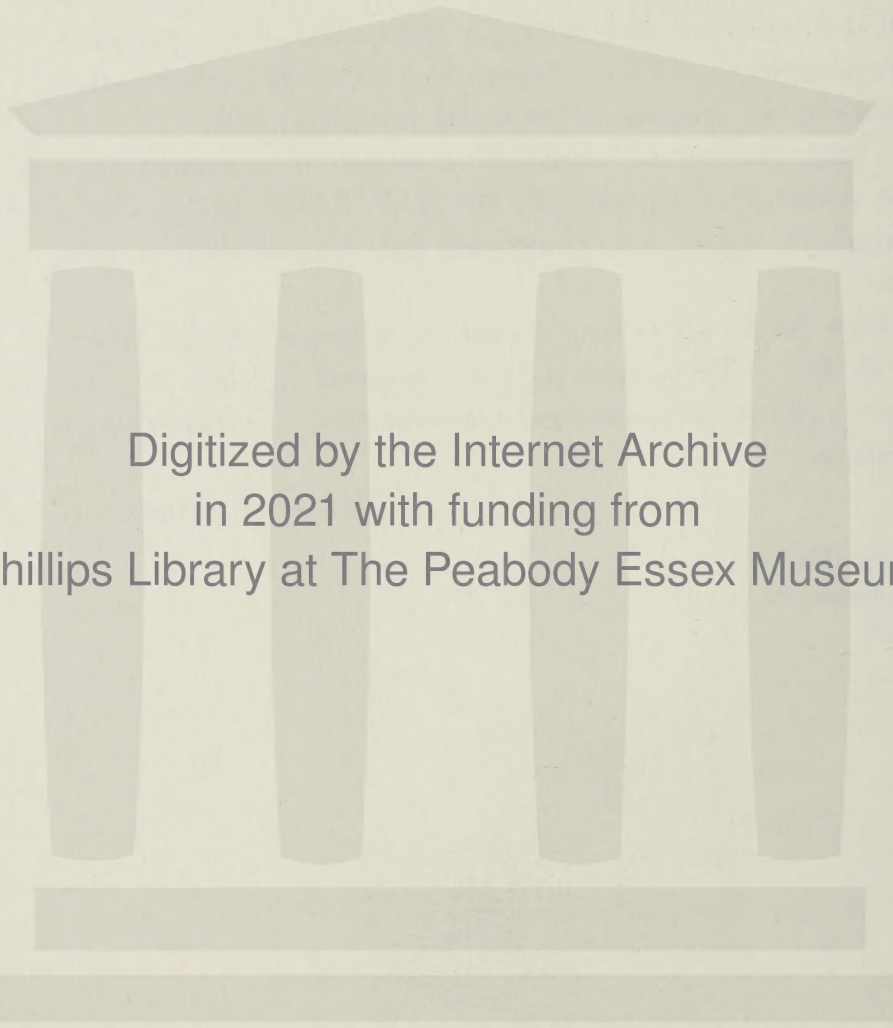
Thanks are due the Peabody Museum for the invitation to hold this exhibit. Its staff, especially Mr. M. V. Brewington, have been exceedingly helpful in many ways and their kind assistance is much appreciated.

With the thought in mind of some day writing a maritime history on the Port of Philadelphia the compiler would gratefully welcome any corrections, suggestions and information from the readers of this catalogue.

J. WELLES HENDERSON

Maple Hill Road,  
Gladwyne, Pa.  
1957





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# Catalogue

## 1. [Henry Hudson's HALF MOON.]

Photograph of woodcut, 6½" x 5½".

Henry Hudson, an Englishman, sailing for the Dutch East India Company aboard the *Half Moon*, discovered in 1609 what is now called the Delaware Bay. Shortly thereafter, Dutch and English mariners explored the bay and the river. In 1638 a Swedish expedition aboard the *Kalmar Nyckel* landed at what is now Wilmington and established the first permanent settlement on the Delaware (Christinahamn). Part of the land the Swedes obtained from the Indians at that time extended as far north as the present site of Philadelphia.

The Swedes in 1655 surrendered to the Dutch. Nine years later the Dutch surrendered to the English.

Charles II, in 1681, gave a grant to William Penn to pay off a debt owed to his father, the late Admiral Penn. The upper portion of this grant became Pennsylvania, and the lower portion became Delaware. Penn's representatives selected a site for his "green countrie towne"—Philadelphia. He himself arrived at New Castle on October 27, 1682, aboard the ship *Welcome*. Then he stopped at Upland (later named Chester) and in early November landed at Philadelphia.

## 2. First Settlement of the Swedes on Christiana River, Delaware.

Oil, 23½" x 35", signed on back G. R. Bonfield, 1861.

## 3. A Portraiture of the City of Philadelphia In the Province of Pennsylvania in America. By Thomas Holme, Surveyor General. Sold by Andrew Sowle in Shoreditch, London.

Engraving, 12¼" x 18".

The original state was issued with William Penn's "A Letter to the Committee of the Free Society of Traders" (1683). Penn wrote in 1683 that there were then about eighty houses and cottages.

## 4. William Penn's Treaty with the Indians, when he Founded the Province of Pennsylvania in North America 1681. Benj. West, pinxit. John Hall, sculpsit. John Boydell excudit 1775. To the Proprietaries of the Province of Pennsylvania, &c., &c. This

print engraved from the Original Painting belonging to the late Thomas Penn Esquire. Is respectfully Inscribed by Their obedient humble Servant. John Boydell. Published June 12th 1775, by John Boydell Engraver in Cheapside, London.

Engraving, 19" x 24".

Penn established friendly relations with the Indians. By tradition, he entered into a treaty with the Indians under an elm tree at Shackamaxon (later known as Kensington). Although he stayed less than a total of four years in his two visits (1682-1684 and 1699-1701), his desire to establish a place of religious freedom and his Quaker principles had a lasting effect on the development of Philadelphia.

5. Captain Teach commonly called Black Beard. Jos. Nicholls, delin. I. Basire, sculp.

Engraving, 12" x 8".

P. 203 from *A General History of the Lives and Adventures of the Most Famous Highwaymen, Murderers, Street-Robbers, etc. to which is added, A Genuine Account of the Voyages and Plunders of the most Notorious Pyrates*. By Capt. Charles Johnson, London. Printed for and sold by J. Janeway, 1734.

During the latter seventeenth and early eighteenth centuries pirates frequented the Delaware River and Bay. Black Beard is known to have purchased supplies in Philadelphia.

6. A Map of PHILADELPHIA and Parts Adjacent. By N. Scull and G. Heap. [*Gentleman's Magazine*. August 1753.]

Engraving, 15" x 12¼".

This map is copied from the "Map" first offered for sale in Philadelphia in June, 1752, which included a perspective view of the State House. The locations of the country seats of many of the prominent early families are shown.

7. An East Perspective of the City of Philadelphia, in the Province of Pennsylvania, in North America; taken from the Jersey Shore. Engraved from the Original Drawing sent over from Philadelphia, in the possession of Carington Bowles. Printed for and Sold by Carington Bowles, at his Map & Print Warehouse, No. 69 in St. Pauls Church Yard, London. Published as the Act directs, 1 Jany. 1778.



Engraving, colored, 10¾" x 16¼".

[First state, bearing date 1 Jany. 1778, which is omitted in later state.]

Date depicted: early 1750's (apparently based on Scull and Heap view published in 1754 in England). In 1753 there were nearly 2,300 dwellings in Philadelphia, the then capital of Pennsylvania. The port, about 100 miles from the Atlantic Ocean, offered accommodations for the largest merchant vessels. One day in 1753 some 117 seagoing vessels were counted in the harbor. The schooner *Argo* left Philadelphia in March, 1753, seeking a Northwest Passage on an expedition in which Benjamin Franklin had a share. This was the first American attempt at Arctic exploration.

8. The East Prospect of the City of PHILADELPHIA, in the Province of PENNSYLVANIA. Engraved for the *London Magazine* [Oct. 1761].

Engraving, 7½" x 19¾".

Appended is a reference key.

9. Another copy, colored.

10. A Chart of Delaware Bay and River, Taken from the Original Chart Published at Philadelphia By Joshua Fisher. London, Published according to Act of Parliament, 30th November 1776; by Andrew Dury, Duke's Court, St. Martins Lane. W. Haydon sculpt.

Engraving, 18¼" x 27½".

In 1756, Joshua Fisher issued the first accurate chart of the Delaware Bay and part of the river.

11. A Plan of the City and Environs of Philadelphia. Engraved and Published by Matthew Albert Lotter, 1777.

Engraving, 23½" x 18".

This shows an elevation of the State House (Independence Hall), the scene of many historic events. The first American naval expedition sailed from Philadelphia, and such naval heroes as John Barry, John Paul Jones and Joshua Barney sailed out of that port during the Revolution.

12. The Course of Delaware River from Philadelphia to Chester, with the several Forts and Stackadoes raised by The Rebels, and The Attacks made By His Majesty's Land and Sea Forces. Published by W. Faden, Charing Cross, as the Act directs, March 20th 1779.

Engraving, 18" x 27½".

The patriots, to fortify the city against hostile naval forces coming up the Delaware, sank rows of cheveux-de-frise across the channel. The British entered Philadelphia in late September, 1777; and later both of the American forts at Red Bank and Mud Island fell after stiff resistance. The few survivors of Mud Fort escaped across the river to New Jersey on November 15, 1777. The British evacuated Philadelphia on June 18, 1778.

13. Battle at Fort Mifflin, Delaware River, November, 1777.

Etching, 8¼" x 13¼", signed Arnold Anderson, 1932.

14. The Battle of the Kegs.

1. Woodcut, 5" x 7".

2. Verse by Francis Hopkinson.

The Americans, in December, 1777, released a large number of primitive floating mines, kegs charged with powder, hoping they would drift down on the British ships. Little damage was done but great consternation was caused.

15. Departure of the Ship CANTON for China.

Etching, 8¾" x 12½", signed Arnold Anderson, 1934.

Philadelphian Robert Morris, financier of the Revolution, was one of the group who sent the first American ship, the *Empress of China*, to China. She was Boston-built but sailed from New York. Shortly thereafter, the ship *Canton*, under command of Thomas Truxtun, was the first Philadelphia vessel to enter the China trade. Truxtun (a Philadelphian) subsequently commanded the American frigate *Constellation* in two of the most celebrated actions of the quasi-war with France. The *Constellation* captured *L'Insurgente* on February 9, 1799, and vanquished *La Vengeance* on February 1, 1800.

16. Document. Agreement to construct ship. 1789.

Signed: Joshua Humphreys Jr.

David Cay for self and for Andrew Clow.

Joshua Humphreys, a Quaker ship designer, born in Delaware County, Pennsylvania, has been called by some "the father of the American Navy." He was the first Chief Naval Constructor appointed. Under his supervision *United States*, *Constitution*, *President*, *Congress*, *Constellation*, and *Chesapeake* were designed and built.

17. Orme sous lequel GUILLAUME PENN, conclut, à Kensington, son premier traité avec les Indiens.

Engraving, 7½" x 7" [ca. 1795].

Philadelphia shipbuilders, in the post-Revolutionary period, gained world-wide recognition for the quality of their construction. William Rush's figureheads won him lasting fame as a sculptor of merit.

18. The City of Philadelphia In the State of Pennsylvania, North America. Published May 1st, 1801, by Wm. Birch, Enamel Painter, on Neshaminy, near Bristol, Pennsylvania. Drawn by Thos. Birch. Engraved by Samuel Seymour.

Engraving, colored, 21¾" x 25¼".

During the 1790's, the period depicted by this print, Philadelphia was the political and cultural capital and the leading port of the United States. In a little over a century after Penn, by tradition, concluded a treaty with the Indians under the elm tree shown in the right foreground, Philadelphia had grown to the metropolis depicted, with a population of about 40,000.

19. LOUISA of Philadelphia, snow.

Watercolor, 12½" x 17½", from sketchbook of Antoine Roux, Sr. [ca. 1806].

The *Louisa*, with a letter of marque, left Philadelphia in 1800, bound for Leghorn. Near Algeciras privateers attacked her and after a lively engagement, described by J. Fenimore Cooper in his *History of the United States Navy*, she repelled the attackers.



20. SOUTH CAROLINA of Philadelphia, ship, 250 tons.

Watercolor, 14¾" x 21¾", by Frank T. Howard, 1956, after Antoine Roux, Sr. [1805].

Built 1800 by Joseph Grice at Northern Liberties, Philadelphia County, for Messrs. Gustavus & Hugh Calhoun, merchants, of Philadelphia; John Garman, master.

21. Burning of the Frigate PHILADELPHIA in the Harbor of Tripoli, February 16, 1804.

Oil, 13¼" x 20", unsigned and undated.

French interference with American commerce on the high seas in the 1790's led to the construction of additional vessels for the American navy. One was the *Philadelphia*, 36-gun frigate, designed by Josiah Fox and constructed by Samuel Humphreys at Philadelphia. While pursuing a Tripolitan ship near the harbor of Tripoli on October 31, 1803, the *Philadelphia* ran on an uncharted reef. Captain William Bainbridge, formerly a Philadelphia merchant mariner, was obliged to surrender the vessel. The Tripolitans refloated her and moved her inside the harbor. On February 16, 1804, Lieut. Stephen Decatur, of Philadelphia, with a party of volunteers, in a daring attack, boarded and burned the *Philadelphia*.

22. Certificate of Humane Society of Philadelphia. I. Smither, sculp.

Engraving, colored, 12" x 9".

This society, organized in the eighteenth century and still existing, promoted methods and provided apparatus for the rescue of drowning persons and for reviving those apparently drowned.

23. Philadelphia, taken from Kensington. Tho. Birch, del. S. Seymour, sculp.

Engraving, 5" x 11½".

Frontispiece of *The Picture of Philadelphia, 1811* by James Mease.

24. CONSTITUTION and GUERRIERE (August 19, 1812).

Oil, 20¾" x 29½", attributed to Thomas Chambers.

This action, in which the *Constitution* ("Old Ironsides") was victorious, is probably the most celebrated of the naval engagements of the War of 1812. Isaac Hull, who commanded the *Constitution*, lived during his later life in Philadelphia and was buried there.

William Bainbridge was her commander during her successful engagement with the *Java*. Charles Stewart, of *Constitution* vs. *Cyane* and *Levant* fame, was also a Philadelphian.

25. Battle Between The UNITED STATES and The MACEDONIAN. Painted by Chappel. Engraved by Duthie [1859].

Engraving, 8" x 10¾".

Stephen Decatur commanded the *United States* on October 25, 1812, in her successful engagement with the *Macedonian*. Joshua Humphreys, outstanding marine architect, supervised the building of the *United States* at his Southwark shipyard. Launched 1797. The first ship of the United States Navy to be water-borne.

26. Brig SAUNDERS of PHILADELPHIA. JOSEPH H. ASHBRIDGE, 1817.

Watercolor, 19¼" x 24½", attributed to Fedi of Leghorn.

On December 24, 1816, the brig *Saunders*, Joseph H. Ashbridge, master, sailed from Philadelphia bound for Leghorn. On December 20, 1817, Michael Clunie was her captain and Manila was her destination.

27. Certificate of Society for Relief of Distressed and Decayed Pilots. T. Birch, del. S. Seymour, sc.

Signed in 1841, but engraved not later than 1823.

Engraving, 21¼" x 17¼".

28. View of the Dam and Waterworks at Fairmount, Philadelphia. Drawn by T. Birch. Engraved by R. Campbell. Published by Edwd. Parker, 1824.

Engraving, 8½" x 15¼".

Philadelphia was a pioneer in city water systems and the Schuylkill River provided a convenient water supply. The quest for communication and commerce with the interior of Pennsylvania is exemplified by the canal shown at the left of print.

29. TONTINE, of Philadelphia. Leaving Marseilles, June 1825.

Watercolor, 16¾" x 22½", signed by Antoine Roux à Marseille 1825.

John Moss, a prominent Philadelphia merchant-shipper, was the owner of the *Tontine* at one time.

30. Philadelphia. From Kensington. Drawn by T. Birch. Engraved by J. Cone. Published by C. G. Childs.

Engraving, 5½" x 9".

31. Specimen Sheet of unidentified Banknote Engraver, 11¼" x 18½". Includes portrait of Stephen Girard and The Philadelphia Exchange.

Stephen Girard (1750-1831) was one of the great merchant-mariners of his period. He was born at Bordeaux, France, and shipped as a cabin boy in 1764. He married a Philadelphian in 1777, and shortly settled there permanently, and through industry and acumen built up an immense shipping and banking fortune, leaving over \$6,000,000 when he died, a large portion of his estate being left to charitable causes including the establishment of Girard College and the improvement of the Philadelphia water front.

32. Foot of Market Street, Philadelphia [from *The Casket*, 1832].

Woodcut, 5¼" x 7".

The Embargo of 1807, fierce international competition after the Treaty of Vienna, the opening of the Erie Canal in 1825, and the transfer of Philadelphia interest and capital to inland development and to manufacturing caused a decline in the foreign trade and commerce of the port of Philadelphia; and other American ports, especially New York, forged ahead. Coastwise, beginning in the late 1820's, large quantities of coal were shipped to New England.

33. Philadelphia Citizen's Line of Steamboats to New York & Baltimore. Lith. W. L. Breton, delt. 4½" x 7".

Illustration in *Picture of Philadelphia*, 1831, by Thomas Porter.

One of the most forgotten men in maritime history is John Fitch. He developed and commercially operated a steamboat on the Delaware River 17 years before Fulton's *North River Steamboat of Clairmont* began service on the Hudson.

34. The American Steam Vessel, THE CARROLL OF CARROLLTON.

Woodcut, 3¼" x 5¾", by F. Parker.

Built in 1830 for service through the Chesapeake and Delaware Canal between Philadelphia and Baltimore.



35. Cape Henlopen Light, from Cape Island (Sun set).

Watercolor, 4" x 6", dated August 22, 1832 [William Mason].

36. Pilot Boats on the Delaware.

Watercolor, 4" x 6¼", dated August 23, 1832 [William Mason].

37. U. S. SHIP NORTH CAROLINA off Cape Horn, April 22nd 1837. J. L. Keffer, del. on stone by A. Hoffy. P. S. Duval, Lith. Philada [1839].

Lithograph, colored, 19" x 25¼".

Ship-of-the-line. Rated 74 guns. 2,633 tons. Builder, Philadelphia Navy Yard, 1818-1820. Cruised as flagship of Mediterranean Squadron, 1825-1827. Last cruise in the Pacific, 1839-1866. Sold 1867.

38. U. S. SHIP PENNSYLVANIA. Painted by J. Pringle. Published by L. P. Clover. Engraved by W. J. Bennett.

Aquatint, 20" x 27¼".

120-gun ship. 3,104 tons. Builder, Philadelphia Navy Yard, 1822-1837. Burned at Norfolk Navy Yard, April 20, 1861.

39. VUE DU PORT DE PHILADELPHIE. Garneray, Pinxt. Hymely, sculp. A Paris chez Hocquart, Rue St. Jacques No. 64. New-Yorck. Published by Bailly, Ward and Co., Déposé.

Aquatint, colored, 14½" x 19½".

This artistic but somewhat fanciful view was probably issued before 1843. The windmill is an anachronism as it was blown down about 1751.

40. PANORAMA OF PHILADELPHIA from the State House Steeple. Drawn from Nature and on Stone by J. C. Wild. Entered according to act of Congress in the year 1838 by J. T. Bowen in Clerks Office of the District Court of the Eastern District of Penns<sup>a</sup>.

Four views: North	Pl. 2
East	Pl. 1
South	Pl. 4
West	Pl. 3

Lithographs each 10¼" x 13".

41. Plan of Philadelphia, 1838.

Engraved by G. W. Boynton, 14½" x 11¾".

42. PHILADELPHIA from the Navy Yard. On stone by J. C. Wild. Printed by J. Collins [1838].

Lithograph, colored, 6¼" x 7¼".

George Harrison, Navy agent at Philadelphia, in 1801, purchased a site in Southwark, including Joshua Humphreys' yard. This land became the first Philadelphia Navy Yard. By 1822, facilities included: two ship houses, marine barracks, hospital, blacksmith and joiner shops, storehouses, mast-shed, building slips, and sheers.

43. U. S. NAVAL ASYLUM. Lith of J. T. Bowen. Phila. [1840].

Lithograph, colored, 6¾" x 8".

Established 1826; the main building was commenced in 1830. The forerunner of Annapolis was here for seven years, beginning in 1838.

44. FAIRMOUNT WATER WORKS.

Oil, 11½" x 15½", signed and dated, B.W. 1840.

45. View of Camden from Philadelphia.

Woodcut, 4¼" x 7".

To facilitate navigation between Philadelphia and Camden a channel was cut through Windmill Island in 1838.

46. PHILADELPHIA HARBOR [1840].

Oil, 19¼" x 29½" [Thomas Birch].

At the left in the old Philadelphia Navy Yard is the Ship-of-the-line *Pennsylvania*; at the right is a steamboat believed to be the *Robert Morris*, which ran between Philadelphia, New Castle, Del., and Burlington, N. J.

47. Pettys Island from the north, 1840.

Wash drawing, 4½" x 7" [A. Kollner].

Opposite Philadelphia and at one time called "Treaty Island."

48. Below Bridesburg, 1840.  
Wash drawing, 4½" x 7" [A. Kollner].
49. Horse and Dray on Wharf at Philadelphia, 1840. Signed and dated A. Kollner 1840.  
Wash drawing, 7¼" x 10".  
Typical vehicle used for hauling hogsheads of molasses, rum, and tobacco.
50. FAIRMOUNT.  
Lithograph, colored, 5½" x 7".  
Starting point of the Schuylkill River canals.
51. U. S. STEAM FRIGATE, PRINCETON. Lith. & Pub. by N. Currier, 2 Spruce St., N. Y. 1844.  
Lithograph, colored, 9¾" x 13½".  
Named after home town of Capt. Richard F. Stockton, USN, who engaged Swedish inventor John Ericsson to design the hull and machinery. First screw steam war vessel ever built. Built at Philadelphia Navy Yard 1842-1843. Participated in Mexican War. Broken up at Boston, 1849. First of several American naval vessels of the name.
52. AWFUL EXPLOSION OF THE "PEACE-MAKER" on board the U. S. Steam Frigate PRINCETON on Wednesday, 28th Feby 1844. Lith. & Pub. by N. Currier, 2 Spruce St., N. Y.  
Lithograph, colored, 10½" x 13½".  
The bursting gun killed the Secretary of State, the Secretary of the Navy, and other prominent persons.
53. Ship NATIVE AMERICAN at Anchor. Dedicated to the Native Republicans of Philadelphia, Watson's lith., 80½ Walnut St. [1844].  
Lithograph, colored, 9¾" x 12½".  
Riots over the issue of Sectarianism occurred in Philadelphia in 1844. On July 4, 1844, about 4,500 persons participated in a Native American procession which included a full-rigged ship, 26' long, drawn by 4 horses, followed by a pilot boat, 15' long, and a sloop of war, 28' long, all manned by seamen.



54. Vine St. Wharf 1845.

Watercolor,  $4\frac{3}{4}''$  x  $7\frac{3}{4}''$  [A. Kollner].

55. U. S. Sloop of War GERMANTOWN in the Hurricane of Oct. 14, 1848, in Lat. 32 N. Lon. 77 W. Drawn at the time by one of the crew. Lith. by E. Weber & Co. Balto.

Lithograph, colored,  $14''$  x  $17\frac{1}{2}''$ .

First-class ship sloop, 20 guns. 939 tons. Built Philadelphia Navy Yard, 1843-1846. Burned at Norfolk Navy Yard, April 20, 1861. Raised and sold April 22, 1863.

56. PHILADELPHIA. Serz Drawn & Eng. W pt. Published by E. Schaefer & Co. No. 167 nrth 3rd Street.

Engraving,  $4''$  x  $9''$ .

57. Coming Home. Published by the American Sunday School Union No. 146 Chestnut St. Phila. Drawn & lithd at A. Kollner's Lithy Phila.

Lithograph, colored,  $7\frac{1}{2}''$  x  $9\frac{1}{2}''$ .

58. U. S. Transport JOHN Y. MASON. Constructed for Quarter Master General's Department, U.S.A. by Capt. R. F. Loper, Phila. No. 4 of Views of Steam Vessels, Copyrighted 1847. On stone by A. DeVaudricourt. C. B. Graham's lithy.

Lithograph, colored,  $14\frac{1}{4}''$  x  $17\frac{3}{4}''$ .

59. THE FLOATING CHURCH OF THE REDEEMER. Built by Clement L. Dennington of New York for the Churchmen's Missionary Association for Seamen of the Port of Philadelphia. C. L. Dennington, Archt. and Builder N. York, Lith and Printed in colors by Wm. Endicott & Co. N. York.

Lithograph, colored,  $21''$  x  $16\frac{1}{4}''$ , with descriptive letterpress folder.

60. PHILADELPHIA, FROM CAMDEN—1850.

Lithograph, colored,  $26''$  x  $40\frac{1}{2}''$ .

[J. W. Hill & Smith Del. Lith.]

61. Propeller Steamship CITY OF GLASGOW, of the Liverpool and Philadelphia Line Heading Down the Delaware.

From *Gleason's Pictorial*, woodcut, 5½" x 10", signed Devereux.

1609 tons. Built Glasgow, 1850. Lost without trace with 450 persons in 1854.

62. BERLIN, ship, 613 tons.

Oil, 23½" x 35¼" [S. Walters].

Built at Medford, Mass., 1842. Philadelphia-owned, 1850.

63. BIRD'S EYE VIEW OF PHILADELPHIA. Drawn on stone by G. Matter. J. U. Locher, St. Gall, Switzerland. J. H. Locher, 117 Fulton Street, New-York. Printed by I. Schaerer.

Lithograph, colored, 21½" x 28" [published *ca.* 1853].

The city is viewed from an elevated position over the Delaware River north of Market Street.

64. Packet ship MARGARET EVANS, 1109 tons.

Four wash drawings by John A. Rolph [1851].

a. Deck view looking forward 9¼" x 6¾"

b. Stateroom 8" x 6¾"

c. Interior of a stateroom 9¼" x 6¾"

d. Main saloon 5⅞" x 3¾"

Built 1846. Named after Margaret Evans, wife of Joseph R. Evans, a Philadelphian who had a part interest in the (New York-London) "Black X" line to which fleet the *Margaret Evans* belonged.

65. The Ship MONONGAHELA of Philad Laying Too in a Hard Gale.

Oil, 23¼" x 35½", signed on back G. R. Bonfield, Philad 1851.

510 tons. Built Philadelphia, 1828. One of the vessels of the Cope Line which started regular packet service between Philadelphia and Liverpool in 1821.

66. Stock Certificate—Pennsylvania Steamship Company.

Engraving, 4¾" x 10".

67. Broadside—Sanford's Independent Line of Sea Steamers for New York and Cape May.

18½" x 11¾".

The *Delaware*, *Penobscot*, and *Kennebec* ran between Philadelphia and New York, stopping at Cape May.

68. GLEASON'S PICTORIAL, January 15, 1853, p. 41. Illustrated article on Richmond Coal Depot.

In 1822, 4 coal vessels left Philadelphia for New England. In 1837, 3,225 vessels loaded with coal cleared, being the greatest number of vessels to clear the port of Philadelphia up to that time.

69. GLEASON'S PICTORIAL, June 25, 1853, p. 401. Illustrated article on William Penn by a Boston editor.

70. U. S. STEAM FRIGATE MISSISSIPPI PASSING PUNTA TRISTAO. Jas. Queen, delt. P. S. Duval & Co's lithy, Philada.

Lithograph, colored, 9" x 11", illustration in *Narrative of The Expedition Of An American Squadron to the China Seas and Japan, etc.* By Francis L. Hawks, Washington, 1856.

First steam vessel built at Philadelphia Navy Yard. Completed in 1842. Flagship of Commodore Matthew C. Perry in the Mexican War, and one of the vessels in his fleet which participated in the historic opening of Japan in 1853-1854.

71. Philadelphia Sketches—View Toward Camden.

Woodcut, 6½" x 9¼", *N. Y. Illustrated News*, June 11, 1853, p. 376.

72. Representation of The Philadelphia Fish Market.

Woodcut from *Gleason's Pictorial*, 10¾" x 5½".

73. LAUNCH OF STEAMER S.S. LEWIS.

From *Gleason's Pictorial*, woodcut, 6¾" x 9½".

74. The New Steamship WILLIAM NORRIS of Philadelphia.

Woodcut, 7¼" x 10", signed, C. Wade.

75. The American Fleet. (U.S.S. CONSTITUTION and FRANKLIN). (Printed by A. Felgner in Berlin.)

Lithograph, colored, 12" x 16".



The U.S.S. *Franklin*, 74 guns, was originally built by Humphreys & Penrose at Philadelphia, 1815. Parts of the old ship were used in building the new *Franklin* which was commenced in 1853.

76. U. S. REVENUE CUTTER FORWARD. Capt. H. B. Nones, with Maull's Patent Horizontal Sails and Seam'd Canvas. On stone by J.[ohn] Childs, 46½ Walnut St., Ph.a [1848-1852]. Printed by F. Kuhl Ph.

Lithograph, colored, 14" x 21¼".

One of two known copies of the print. Maull was a Philadelphia sail-maker. The *Forward* was a revenue cutter schooner, with 6 guns. Borrowed by the Navy in 1846 and returned after the Mexican War.

77. UNION, bark, 250 tons.

Oil, 25½" x 35½", unsigned, undated.

Built 1853 at Philadelphia. Flying house flag of Lewis & Damon, of Philadelphia, and depicted in Philadelphia harbor. She was in the coffee trade with Brazil.

78. Scene on the DELAWARE RIVER at Philada. during the severe winter of 1856. Souvenir of the coldest winter on record. [By J. Queen.] P. S. Duval & Co's steam lith. press, Phila.

Lithograph, colored, 11" x 13¾".

Ice was a serious problem, closing the port to shipping for extended periods. Commencing in 1837 Philadelphia built ice boats to remedy the situation.

79. Terrible Conflagration and Destruction of the Steam-Boat NEW-JERSEY (1856). Published by A. Pharazin, 103, South St.

This was one of the worst steamboat accidents in Philadelphia harbor.

80. AZELIA, bark, 307 tons.

Oil, 25¼" x 35", unsigned, undated.

Built 1860. Depicted flying house flag of Lewis & Damon, of Philadelphia, off Olinda, Brazil, as she was in the coffee trade at one time. Owned in Boston, 1870, J. A. Brown, master.

81. U. S. STEAM FRIGATE WABASH, 60 Guns. Off Cape Hatteras, 7th of January 1857. Lith & Pub. by Currier & Ives, 152 Nassau St., N. Y.  
Lithograph, colored, 10" x 14".  
3,200 tons. Launched Philadelphia Navy Yard 1855. Flagship of fleet capturing Port Royal, S. C., in Civil War. Later a receiving ship at Boston.
82. Advertisements for Ship and Engine Builders and Other Maritime Tradesmen. I. P. Morris & Co., Merrick & Sons, Camden Iron Manufacturing Company, George W. Carr, James Brooks & Co., Boston and Philadelphia Steamship Line, J. W. Logan, Weaver, Fitler & Co., Lewis Chester & Co., Thain & McKeone, Simons & Brother, George W. Pomeroy & Co., J. B. A. & S. Allen, C. H. Grant & Co., Hodgson & Keen, John L. Pomeroy. Published by A. J. Perkins. Printed by Henry Ashmead [*ca.* 1857].
83. BIRD'S EYE VIEW OF PHILADELPHIA. J. Bachman del & lith. Published by John Weik, 195 Chestnut Street, Philad. P. S. Duval & Son's Lith, Philad [1857].  
Lithograph, colored, 29" x 36".  
View from west of Schuylkill River looking east.
84. THE UNITED STATES STEAM FRIGATE SUSQUEHANNA from *Harpers Weekly*, May 15, 1858.  
Woodcut, 9¾" x 14".  
2,450 tons. Launched Philadelphia Navy Yard 1850. Sold 1863.
85. JAS. SATTERTHWAITE, schooner, 294 tons.  
Oil, 24" x 34¼", unsigned and undated.  
Built 1860. Home port, 1861, Philadelphia. Owners, Maloy & Co.
86. U. S. IRON CLAD STEAMER, NEW IRONSIDES. 3250 Tons. 1600 Horse Power. Machinery & Armour by Merrick & Sons. Hull by Cramp & Sons, Philadelphia. Lith & Printed By W. H. Rease, N.E. Cor. 4th & Chestnut Sts. Phila.  
Lithograph, 14½" x 21".

Launched at Kensington, May 10, 1862. Saw considerable action in Civil War.

87. U. S. IRON CLAD STEAMER, NEW IRONSIDES. Lith & Printed by W. H. Rease, N.E. Cor. 4th & Chestnut Sts. Phila.

Lithograph, colored, 17½" x 21½".

88. Burning of the NEW IRONSIDES at League Island on the Delaware River (December 16, 1866).

Woodcut, 7½" x 10", signed, E. W. Koehl.

89. J. ERICSSON.

20" x 11" portrait. Engraved on steel for the Eclectic by Geo. E. Perine, 362 Broadway, N. Y. Letter, signed and dated, J. Ericsson, Sept. 22/60.

Swedish inventor, whose ideas in the designing of the first *Princeton* and the *Monitor* revolutionized concepts of naval warfare.

90. KENSINGTON SCREW DOCK.

Lithograph, colored, 12¼" x 20½", signed, FHS[chell].

Note vessel in dock, whale oil works and whale weather vane on top of flagpole. A tuck-up is in the right foreground.

91. PHILADELPHIA and Environs (und Umgegend). Drawn and Engraved by J. Serz, Philada. Published by F. W. Thomas & Sons, No. 416 & 418 N. 4th Street, Philadelphia.

Engraving, colored, 19½" x 23" [ca. 1865].

92. *Harper's Weekly*, July 13, 1861, p. 438. Hot Coffee Free for Volunteers. Illustrations of Refreshment Saloon—see below.

93. VOLUNTEER REFRESHMENT COMMITTEE HOSPITAL.

Oil, 15½" x 13½", signed and dated, Ed. Moran, 1866.

Painting commissioned by Samuel B. Fales, Corresponding Secretary and General Financial Agent of the Union Volunteer Refreshment Saloon and Hospital, who is elderly man with a flowing white beard shown in the foreground. The Union Volunteer Hospital opened in Philadelphia in the fall of 1861 and thousands of wounded were treated there during the Civil War through the

generosity of the citizenry. The large ship house in the background was part of the old Philadelphia Navy Yard.

94. UNION VOLUNTEER REFRESHMENT SALOON, of Philadelphia. Being the First Institution of the kind in the United States. Organized, May 27th 1861. J. Queen, Del. & Lith, T. Sinclair's Lith., 311 Chestnut St. Phila.

Lithograph, colored, 21¾" x 28½".

Thousands of Union soldiers from New England and the East were ferried across the Delaware River from Camden to the Washington Street Wharf, near the old Philadelphia Navy Yard. During the Civil War this refreshment saloon cared for over 800,000 soldiers and served over one million meals.

95. Union Volunteer Refreshment Saloon and Hospital (Receipt). T. J. Queen del & lith. T. Sinclair's lith, Phila.

Lithograph, colored, 5¾" x 7½".

Issued Oct. 11, 1862, to Martin Galloway.

Overall view plus inset showing children offering medical supplies and food to amputee.

96. Rebel guerilla riflemen on the banks of the James River preparing to fire into the U. S. Mail Boat (JOHN A. WARNER, side-wheel steam boat of Philadelphia).

Pencil sketch of Civil War artist [Schell]. 10" x 13".

97. GEORGE APPOLD, steamship, 1,370 tons.

Lithograph, colored, 16¼" x 28".

Built by John Lynn, Philadelphia, 1864. Owned by Merchants' and Miners' Transportation Company. Wrecked on Montauk Point in 1889.

98. Wharves and Warehouses of Atlantic Petroleum Storage Company [ca. 1866].

Lithograph, colored, 12¼" x 26½".

The brig *Elizabeth Watts*, in 1861, made history, leaving Philadelphia bound for London loaded with oil in barrels—the first full cargo of petroleum ever to leave this country and foretelling the destiny of Philadelphia's port in the oil industry.



99. AMERICAN CAR COMPANY.  
Lithograph, colored (artist unknown), 10" x 12½".
100. The W. Cramp & Sons Ship & Engine Building Co. Philadelphia [1872]. (Published by) John A. Lowell & Co. Boston.  
Engraving, colored, 6" x 7½".  
In 1830 William Cramp founded a shipbuilding enterprise which was active until 1927. Cramp's built merchantmen and men-of-war, of sail and steam, and was one of the finest shipbuilding yards in the world. Of the small number of clipper ships built in the Philadelphia area, Cramp's built most of them, notably the *Isaac Jeanes*, *Morning Light*, *Bridgewater* and *Manitou*. Because of the quality and quantity of ships built on the Delaware, that river became known as "the Clyde of America."
101. PENNSYLVANIA 1776-1876 CITY OF PHILADELPHIA, designed by W. Brotherhead, H. J. Thoudy & Co. steam lith.  
Lithograph, colored, 11¾" x 8½".  
This shows various of the Philadelphia and Pennsylvania industries, including an oil well, as of 1876, the year of the Centennial Exhibition at Philadelphia.
102. S.S. OHIO, 3101 tons.  
Watercolor, 9¾" x 14", signed and dated, E. Jennings Feb. '77.  
Built by Wm. Cramp & Sons, 1873. A vessel of the American Line—Philadelphia and Liverpool. For many years this was the only American-flag trans-Atlantic passenger line. The last regular passenger vessel between Philadelphia and Europe was the *Haverford*, which ended its Philadelphia passenger service in 1924.
103. BREAKING THE ICE BLOCKADE IN THE DELAWARE RIVER, from *Harper's Weekly*, Feb. 3, 1877.  
Woodcut, 10" x 13¾", signed Schell.
104. THE DEPARTURE OF GENERAL GRANT FOR EUROPE, from *Harper's Weekly*, June 2, 1877.  
Woodcut, 9¾" x 14", drawn by Frederick B. Schell.  
S.S. *Indiana*, 3,102 tons. Built by Wm. Cramp & Sons for the American Line in 1873.

105. Pilot Boat E. C. KNIGHT, Off Cape May, N. J., and Pilot Boat, WHILLDIN, off Cape May.  
Lithograph, 14" x 11¾" [after 1873].
106. Delaware Breakwater, from beach at Lewes.  
Charcoal on sandpaper, 6" x 12".
107. Lewes Wreckers, supplying a disabled vessel with an anchor.  
Charcoal on sandpaper, 7½" x 11¼".
108. Delaware River Breakwater.  
Watercolor, 16" x 21¾", signed and dated, Geo. Essig 1881.  
The lighthouse and signal station (of the Philadelphia Maritime Exchange) are shown on the right. The first stone of the breakwater was laid in 1828 and the breakwater lighthouse was built in 1848.
109. View of Philadelphia Harbor.  
Oil, 6½" x 12¼", signed and dated, A. Staehle 1881.  
During the latter part of the nineteenth century, Philadelphia became a large textile and sugar refining center.
110. The Grand New Steamboat PILGRIM, the largest in the World.  
Lithograph, colored, 25" x 36", signed G. R. Parsons.
111. REPUBLIC, steam boat, 1,285 tons.  
Oil, 11½" x 14½", signed and dated, D Eblee 1884.  
Built 1878. Fast vessel, making Philadelphia-Cape May run, 105 miles, in 4 hours 55 minutes, a round-trip in 10 hours, for \$1.00 fare.
112. The Gray's Ferry Chemical Works. Harrison Bros. & Co., Proprietors, Philadelphia. Published by J. N. Allan, 85 Liberty St., N. Y.  
Engraving, 7¼" x 10¼" [ca. 1880].
113. OCEAN STEAMSHIP Co., OF SAVANNAH, SS. KANSAS CITY.  
Knapp & Co., New York.

Lithograph, colored, 26" x 36".

3,679 tons. Built 1889 at John Roach's shipyard, Chester, Pa.  
Home port (1890), Boston.

114. UNDER THE PALISADES. STRANGER. ROVER. ATALANTA.  
By Frederic S. Cozzens, 1883.

Chromo lithograph, published by Charles Scribner's Sons, 1884.  
14½" x 20¾".

Wm. Cramp & Sons built the *Stranger*, 247 tons, in 1880 for Geo.  
A. Osgood and the *Atalanta*, 508 tons, in 1883 for Jay Gould.

115. New Palace Steamer PILGRIM, of the Fall River Line. The Iron  
Monarch of Long Island Sound. Published by Currier & Ives,  
Copyright 1883, By Currier & Ives, N. Y., 115 Nassau St.,  
New York.

Lithograph, colored, 10½" x 15".

Built 1882 at John Roach's shipyard, Chester, Pa. Believed to be  
first American vessel to adopt electricity as sole means of illumi-  
nation and first to be constructed with a double hull.

116. "John Roach's Little Miscalculation." Cartoon, *Puck*, May 20,  
1885.

117. Grain Elevator at Girard Point. International Navigation Co., Phil-  
adelphia. Peter Wright & Sons, Gen. Agts. Published by John  
A. Lowell & Co., Boston.

Engraving, 7¼" x 10¼" [ca. 1880].

118. GEO. W. PRIDE, JR., steamtug, 177 tons.

Oil, 21¼" x 35¼", signed, A. Jacobsen, 1887, 936 Pearl St., New  
York.

Built at Philadelphia, 1883; home port, Philadelphia.

119. U. S. Cruiser BOSTON in a Gale in the Ocean Atlantic.

Watercolor, by L. Roberto, 9¾" x 15½".

3,189 tons. Built by John Roach & Sons, Chester, 1883-1887.

120. U.S.S. VESUVIUS, dynamite cruiser.  
Wash drawing by F. Cresson Schell.  
Built by Wm. Cramp & Sons. Vessel is shown on her trial run in 1889.
121. Annual Excursion of Hanover Library Association.  
Lithograph, colored, 2¾" x 5", Ketterlinus Philada.
122. SMITH AND WINDMILL ISLANDS IN THE DELAWARE RIVER.  
Halftone cut, 6" x 7½", by F. Gutekunst, photographer.
123. The Government Improvements of Delaware River at Philadelphia.  
Woodcut, 7" x 9¾". Drawn by F. Cresson Schell.  
Smith and Windmill Islands were removed in 1898.
124. LEAGUE ISLAND NAVY YARD.  
Wash drawing, 22" x 28", signed F. Cresson Schell.  
In 1876 the move was completed from the old Philadelphia Navy Yard to League Island, where the Philadelphia Navy Yard is still located.
125. Delaware Breakwater Harbor, February, 1899.  
Photograph, 7¾" x 9½".  
The breakwater has protected thousands of vessels from ice and storms.
126. SCHUYLKILL RIVER.  
Etching, 9¼" x 6", signed, John Sloan.
127. LORD BALTIMORE, steamboat, 445 tons, built 1903.  
Caption: Ericsson Line, 20 Knot Day Boat  
Between Phila. and Baltimore  
Colored lithograph on tin, 16" x 26¾", by H. C. Greaves. The Meek Company, Coshocton, Ohio.
128. BARGES ON the DELAWARE.  
Oil, 16½" x 13½", signed Sydney H. Blackwood (1914).



129. Philadelphia Sky Line—1915-1916.

Pencil sketch, 20" x 25", signed Vernon Howe Bailey.

Philadelphia, during World War I, was a gigantic shipbuilding center, and Hog Island, across the Schuylkill from League Island, was the largest shipyard in the world at that time. Today, Penn's wisdom of choice is confirmed by the fact that the Port of Philadelphia is the second largest port in the country.

130. Old South Street [Market St.] Subway Terminal, 1915-1916.

Pencil sketch, 19¾" x 25", signed, Vernon Howe Bailey.

131. The Old River-Front Warehouse.

Pen and ink sketch, 20½" x 27", signed Frank H. Taylor.

132. The Ugliest Bridge In The World.

Etching, 9½" x 13¼", by Joseph Pennell, 1924.

Acid-tongued Pennell depicted the building of the Delaware River Bridge, which was the first bridge between Philadelphia and Camden and was completed in 1926.

133. Engraved Portraits of Philadelphia master mariners and merchants.

John Barry, William Bainbridge, Charles Thompson [*sic* Thomson], Henry Laurens, Stephen Decatur, Jr., Stephen Girard, John Moss [lith.], Tench Coxe, Paul Beck, Jr., Samuel Archer, Thomas P. Cope, Robert Waln.

134. Ship's Passport. Brigantine DOVE of Philadelphia.

18½" x 11½", dated 12 October 1768.

Signed by C. Townshend, Palmerston (Lords of the Admiralty).

Ph. Stephens (Secretary of the Admiralty).

Signed on reverse by John Penn (Lieutenant Governor of the Province of Pennsylvania).

135. Invoice of Merchandize Sloope LITTLE MARY.

14¼" x 12", dated Philadelphia May 28, 1711.

This invoice shows typical exports from Philadelphia, viz., tobacco (probably from Maryland), flour, rum, bread, molasses, sugar

and pork. This is the type of cargo that was sent to New England. Philadelphia became known as the "breadbasket" of the colonies.

136. Letter of Marque: Ship COURIER of Philadelphia. Owned by William Billings, of Philadelphia, and Peter Billings, of Boston.  
18" x 12¾", dated 23 Sept. 1799, signed by John Adams and Timothy Pickering.
137. Insurance Policy: Brigantine JOLLEY BATCHELOR, from Philadelphia to Charlestown, South Carolina.  
16" x 12½", signed, Baynton & Wharton, dated 2 February 1759.
138. Revolutionary Privateer Commission in Blank.  
Signed by Henry Laurens, President, and by Chas. Thomson, Secretary (Continental Congress).
139. Journal of Joseph Martin, boy, of Ship PACIFIC, of Philadelphia, includes two voyages: Philadelphia-Antwerp-Cronstadt-Philadelphia (April 15 to Oct. 17, 1820); Philadelphia-Madras-Calcutta-Madras-Philadelphia (April 15, 1821 to April 17, 1822); and Navigation exercises.
140. Philadelphia Boatbuilders' Account Book 1738-1755.
141. Philadelphia Sparmaker's (Anthony Cuthbert) Account Book, 1773-1810.
142. Proof of Ownership of Ship GOOD FRIENDS signed by Stephen Girard, 1804.
143. Spy glass—gift from William Bainbridge to his friend, Lloyd Jones (Philadelphia master, 1790's to 1800's) and so inscribed.
144. Bond—signed by John Barry, master of the ASIA, Thomas Truxtun, master of the CANTON, and a Chinese Merchant. Dated 1789.
145. Pay authorization to carpenter of Revolutionary gunboat signed by David Rittenhouse, 1776.
146. Philadelphia Health Officer's Register, 1797-1801.

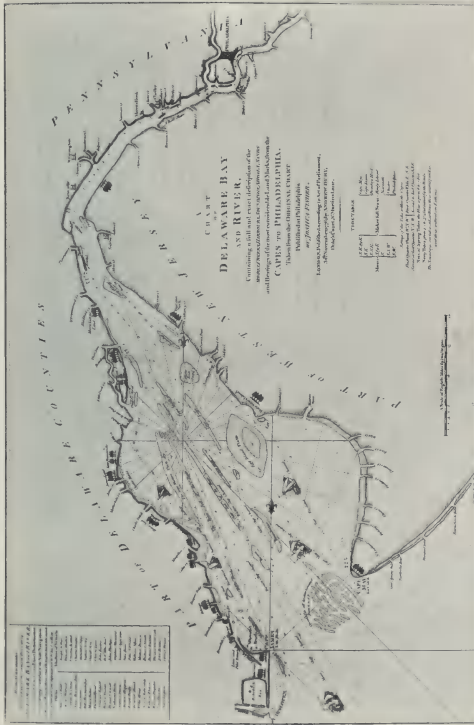
147. Journal of Surgeon's Mate of frigate PHILADELPHIA.
148. Journal of 1st Officer (Wm. M. Hunter, USN) of U. S. Ship FRANKLIN, 1821-1822, with wash drawing illustrations.
149. Journal (1824-1825) and Requisition Book of U. S. Ship NORTH CAROLINA.
150. Mitchell & Croasdale, Successors to G. W. Ridgway & Co. Dealers in Sperm, Whale, and Tanners Oil, Candles, Rice & c. No. 30 N<sup>th</sup> Wharves, above Arch Street, Philadelphia. Printed by Wagner & McGuigan. Lith. by W. H. Rease, N.E. Cor. 4th & Chestnut St.  
Lithograph, colored, 10¾" x 13½".
151. Pilot Boat old type . . . off the Delaware Capes.  
Watercolor, 16" x 27¼", signed, Geo. E. Essig.
152. Beach at Cape Henlopen.  
Watercolor, 15½" x 26¾", signed, Geo. E. Essig.
153. Arch Street Ferry, Philadelphia. Drawn, Engraved & Published by W. Birch & Son. Sold by R. Campbell & Co. No. 30 Chestnut Street, Philada. 1800.  
Engraving, colored, 13½" x 11½".
154. Preparation for War to defend commerce. The Swedish Church Southwark with the building of the Frigate Philadelphia. Drawn, Engraved & Published by W. Birch & Son. Sold by R. Campbell & Co. No. 30 Chestnut Street, Philada. 1800.  
Engraving, colored, 13¾" x 11".





## PLATES

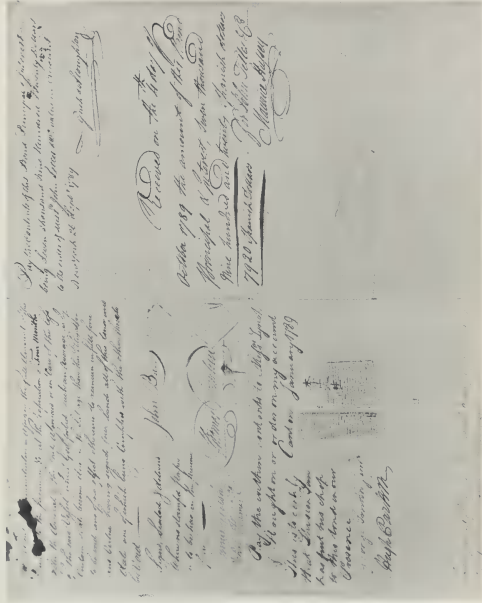




No. 10. Chart of Delaware Bay and River.



No. 19. Brig Louisa.



No. 144. Captains Barry and Truxton contract with Lhi Sien Sang.



No. 29. Brig Tontine.



No. 26. Brig *Saunders*.



No. 62. Packet ship *Berlin*.





A. Deck scene.



B. Stateroom.



C. Double stateroom.



D. Main saloon.



No. 85. Schooner *James Satterthwaite*.



No. 63. View of Philadelphia.



No. 80. Bark *Azelia*.



No. 77. Bark *Union*.



No. 108. Breakwater and signal station.

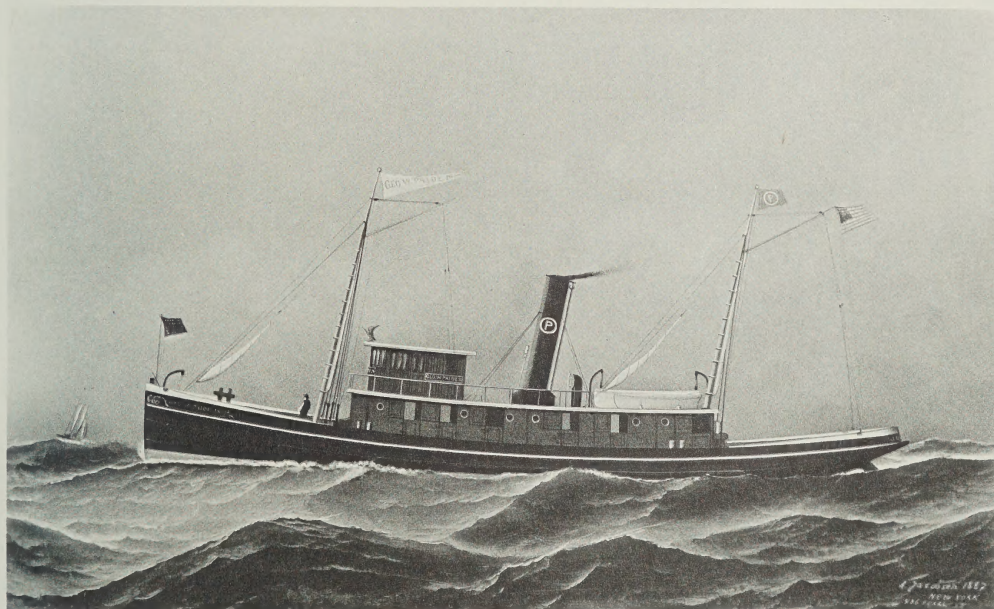


No. 107. Lewes Wreckers.



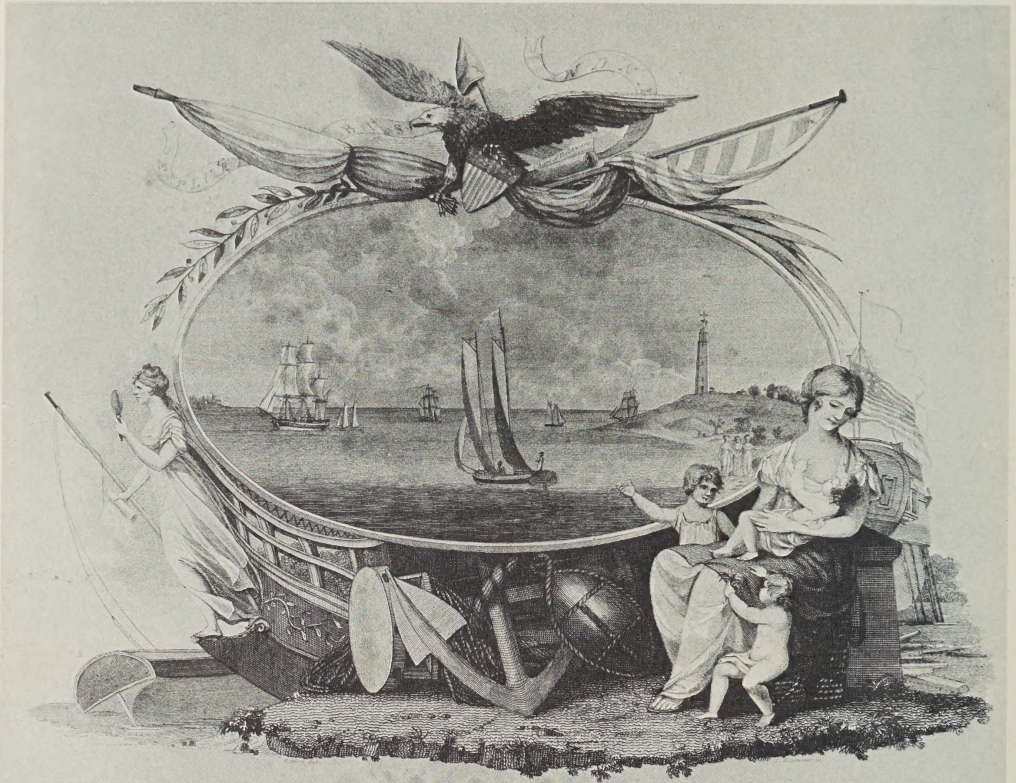


No. 58. Steamer *John Y. Mason*.



No. 118. Tug *Geo. W. Pride*.





These Certify, that *John Kelly* was legally admitted a **MEMBER** of the Society for the relief of distressed and decayed **PILOTS**, their Widows and Children, at a General meeting thereof held at Philadelphia the *seventh* day of *December* in the Year of our Lord One thousand eight hundred & *ninety*.

Given under my Hand and the seal of the Society the *fourth* day of *February* 18*91*

Attest:

*William Whittier* President

*John H. Hawthorne* Secy

No. 27. Certificate of the Distressed Pilots Society.



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